

HIGH OFFICIALS WRECK VICTIMS

(Continued from first page.)

half to the rear and gave the on-coming limited a signal. He testified his signal was answered by the engineer by two blasts of the whistle.

Stuart, it was said, applied the brakes, but the train was going at too great a speed to be stopped. The force of the collision was so great that the standing train, with brakes locked, was shoved with slight bruises. Passengers escaped with slight injuries caused by the sudden stopping of the train. Physicians, who were taken to Kilmindy from here, gave all of their attention to the three trainmen.

Conductor John H. Brannard, of Chicago, of the express, corroborated the testimony of his diagram. At Kilmindy, he testified, he told the flagman that the limited was less than ten minutes behind and to make a quick run to the rear when the train stopped at Kilmindy for water.

Indirectly the cold weather, it was said, may have been a contributing cause of the wreck. All trains according to an announcement, under orders to stop at Kilmindy for water because of the shortage of water along the road caused by the cold. A freight train immediately ahead of the express detained it in getting water as soon as was expected.

Superintendent E. W. Baxter, of the Illinois Central, arrived here to-day and said the road would hold a public hearing to determine the cause of the collision.

Hearings to Have Hearing.
A. R. Lanyon, director of the State Board of Railroad and Warehouse Commission, visited the scene to-night and will make his report to-morrow when the board's hearing will begin. Testimony at the inquest will be used by the State board.

Brocker, while testifying, advanced the statement that the towman at Edgewood failed to hold the limited the full ten minutes after the express had passed, but Superintendent Baxter said there is no night operator at Edgewood.

Three years ago Harahan had a narrow escape in a similar wreck at Odell, Ill., near Kilmindy. He was in his private car, which was stationary, when a Baltimore and Ohio freight train crashed into it from the rear. The private car was demolished, but Harahan was not hurt. Six months after that he had another close call in a collision at Memphis, Tenn., according to C. D. Cary, chief claim agent of the Illinois Central and a personal friend of Harahan. Harahan had been in many minor wrecks.

The two trains were combined and proceeded south two hours after the wreck. Citizens of Kilmindy were called to the scene by the ringing of the fire bell.

Mr. Harahan was recently elected president of the Arkansas, Memphis, Railway Bridge and Terminal Company. The Rock Island officials were going with him to Memphis in connection with the proposed construction of a \$5,000,000 bridge across the Mississippi River there. Extensive terminals at each end of the bridge also were planned.

From Water Boy to President.
Chicago, January 22.—James T. Harahan was born at Lowell, Mass., in 1847. He worked his way in the railroad world from water boy to president. His first employment was with the Orange and Alexandria Railroad, at Alexandria, Va. Subsequently he was with the Nashville and Decatur Railroad at Nashville, Tenn., with which he held various positions. Later he was general manager of the Chesapeake and Ohio Railway and general manager of the Louisville, New Orleans and Texas Railway.

For many years he was general manager of the Illinois Central Railroad, being made its president in November, 1906. He was retired by the Illinois Central on a pension a few months ago. He was succeeded as president by C. H. Markham.

Mr. Harahan came to the presidency of Illinois Central Railroad through

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the influence of E. H. Harriman, who had, after a long fight, succeeded in ousting Eustace Fish from the presidency. That fight had its beginning



FRANK OTIS MELCHER.
Second Vice-President, Rock Island.
late in 1902, according to the late E. H. Harriman, who, testifying before the Interstate Commerce Commission, alleged that Mr. Fish had been using his position as president of the Illinois Central to "further his own personal interests."

Mr. Fish succeeded in retaining the office of the presidency of the Illinois Central for a time, but Mr. Harriman continued his warfare against him. In 1906 Mr. Fish was superseded by Mr. Harahan as head of the Illinois Central, but the fight continued when Mr. Fish sought through the courts to enjoin the Harahan interests from voting Illinois Central stock held by the Union Pacific, the Railroad Securities Company and the Mutual Life Insurance Company. Judge Bull in Chicago later dissolved a temporary injunction granted Mr. Fish, and that ended the Harriman-Fish war.

His Sons Notified.
James T. Harahan, Jr., who in the first report was said to have been killed in the Illinois Central wreck, is confirmed in St. Luke's Hospital here. His arm was broken recently. Acting under orders of his physician, hospital authorities have not notified him of

his father's death. W. J. Harahan, another son, who is vice-president of the Erie Railroad, with offices in New York, was notified of his father's death, and he now is on his way to Chicago.

Mr. Harahan came to the presidency of the Illinois Central in 1906. His maiden name was Miss Mary Mallory, and her home was in Memphis. Mr. Harahan was married twice. Two daughters, Mrs. Mary Nicol and Mrs. A. N. Dale, both of whom are widows, now are in Paris, Cablegrams telling of their father's death have been sent them.

Frank Otis Melcher.
Chicago, Ill., January 22.—Frank Otis Melcher, who was born in Maine in 1861 and graduated from Tufts College in 1887, entered the railway service as an assistant in the engineer corps of the Pennsylvania Railroad.

He was successively instrument man, assistant engineer, chief engineer, division superintendent and general superintendent of this line. He entered the service of the Rock Island system in 1900, first as superintendent of the Illinois Division, and then as general superintendent of the Choctaw division, and later as general manager of the Central and Northern divisions. He was made vice-president several years ago. His home in recent years had been at Winnetka, Ill.

Edridge E. Wright.
Memphis, Tenn., January 22.—Edridge E. Wright was a son of General Luke E. Wright, former Secretary of War, and made his home in this city. He was about thirty years old. He was a stockholder in the Memphis Commercial Appeal and connected with many other local business enterprises.

E. B. Peirce.
Chicago, Ill., January 22.—E. B. Peirce was born in Mississippi forty years ago. He received his education in his native State and began the practice of law in Little Rock, Ark. For several years he was assistant to the general counsel for the Choctaw, Oklahoma and Gulf Railroad, which in 1902 was taken over by the Rock Island system.

Mr. Peirce immediately entered the law department of the Rock Island system, being made commerce counsel. Two years ago he became general solicitor. His home was in Winnetka, Ill. He is survived by a widow, one son and a daughter.

Company's Official Statement.
Chicago, Ill., January 22.—The following statement concerning the wreck was given out at the offices of the Illinois Central Railroad Company:

"Southbound train No. 25, with regular equipment and an additional Rock Island business car, stopped at Kilmindy Station at 12:30 this morning to take water, and was run into by southbound train No. 3 between 12:30 A. M. and 12:35 A. M., resulting in the instant death of F. O. Melcher, vice-president of the Chicago, Rock Island and Pacific Railroad; Judge E. B. Peirce, general solicitor of the Chicago, Rock Island and Pacific Railroad; J. T. Harahan, former president of the Illinois Central Railroad; and Major E. E. Wright, of Memphis, Tenn."

"Remainder of the party in the Rock Island car, consisting of Thomas Busbee, local attorney, Chicago, Rock Island and Pacific Railroad; Little Rock, Ark.; and Byram Curry, secretary to Mr. Melcher, also two porters, were uninjured."

Bodies Arrive in Chicago.
Chicago, Ill., January 22.—No funeral arrangements for the victims of the Illinois Central wreck at Kilmindy, Ill., early to-day had been made to-night. The bodies of James T. Harahan, former president of the Illinois Central Rail-



EDWARD B. PEIRCE.
General Solicitor, Rock Island.

road, F. O. Melcher, second vice-president of the Rock Island lines, and E. B. Peirce, general solicitor of the Rock Island road, arrived here on board a special train this afternoon. Leading railroad officials escorted the bodies from the station to the homes of the families.

The body of Mr. Peirce later was taken to Fort Smith, Ark., for burial.

HOOF JURY WILL BE DRAWN FROM LYNCHBURG

[Special to The Times-Dispatch.]
Alexandria, Va., January 22.—In the Corporation Court to-day the trial of the Hoof, former secretary and general manager of the Mercantile Railway Building and Loan Association, against whom ten indictments are pending for embezzlement, was postponed until February 1. Hoof was present, and it was on his motion that a continuance was granted.

The court, at the request of his attorneys, will summon a venire of thirty from Lynchburg, Va., from which to select a jury. Sergeant Cox will go to Lynchburg Wednesday for that purpose. It is expected that the trial will occupy several days.

Instantly Killed by Train.
[Special to The Times-Dispatch.]
Alexandria, Va., January 22.—Charles McGuinn, a section hand, employed by the Southern Railway Company, was struck and instantly killed at 11 o'clock to-day by a northbound passenger train between Edinburg and Springfield. His skull was crushed and his right arm broken. McGuinn was fifty-five years old and is survived by his wife and a son. At the time he met death he was endeavoring to get out of the way of a southbound passenger train. McGuinn lived at Seminary Station, three miles west of Alexandria.

Jefferson Hotel Arrivals.
J. Hyde Thomas, Baltimore; James Gauschick, Baltimore; J. E. Wilson, New York City; W. F. A. Brown, New York City; W. S. Battle, Jr., Roanoke, Va.; D. O. Pierce, New York; Mr. and Mrs. Langdon, New York; Jim Langdon, New York; Mrs. Morgan, West Point, Va.; C. J. Caver, and wife, New York; B. C. Broderick, Baltimore; Charles E. Pratt, Conn.; Miss Mabel Bowman, Salem, Va.; D. K. Hamilton, New York; R. C. Stokes, Lynchburg; W. E. McQuinn, Washington; R. H. Thomas, Baltimore; W. P. Day, Conn.; W. S. Goode, Virginia; S. P. Goodloe, Africa; J. L. Hart, Farmville; Mrs. Charles Palmer, Roanoke; A. H. Taylor and wife, New York; William Ramsey, Philadelphia; Mrs. C. A. Boynton, New York; Charles F. Boynton, New York.

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NEW ORDINANCES ARE APPROVED BY MAYOR

Resolution Now Directs Special Committee to Investigate Question of Establishing Free Librar—Some Other Measures.

Provision for a special committee to consider the feasibility of establishing a public library in Richmond, an invitation to Woodrow Wilson to address the Council and citizens of Richmond, and a number of salary increases were among the measures which received the approval of Mayor Richardson yesterday. The Mayor returned to City Clerk August with his approval of the following papers:

Resolution providing for appointment of a special joint committee of the city and three councilmen to consider the offer of Thomas J. Todd to donate \$15,000 toward the acquisition of a site for the city of Richmond will erect and maintain a free public circulating library thereon, and to report to the council the feasibility and probable cost of erection, and maintaining such an institution.

Resolution authorizing the issuance of allegations for alley paving.

Authorizing the Assessor of Damages to appraise damages for grading Park Avenue from the Boulevard to Shepard Street.

Establishing the grade of alley between Cary and Canal, Jefferson and Main Streets.

Authorizing the Assessor of Damages to appraise damages from grading alley between Twenty-second and Twenty-third Streets, Q and R Streets, and the damages from grading Cary Street from Lombardy to Carter Street.

Authorizing construction of sewers in Twenty-third Street from U Street to the corporation line, and in T Street from Twenty-second to Twenty-third, to cost \$4,605.72, and a sewer in Vine Street, south from Grove Avenue, to cost \$243.56.

Authorizing payment to Dr. Arthur B. Cony \$20 for attending band of Street Department injured at work, and payment of \$25 to Dr. Julien W. Sloan for similar services. Authorizing payment to J. R. Rowland \$16, to James H. Nelson \$57.77, and to James H. Hoke \$39.55 for time lost on account of injuries received while working for the city.

Authorizing payment of \$75 to W. F. Dillard for grading damage.

Resolution appropriating \$2,840.78 balance on administration building, Virginia State Fair Association, and ordering same credited against rental due the city by the Fair Association.

Appropriating \$1,872.32 expenses entertainment of President Taft, Good Roads Congress and Secretary of Agriculture Wilson.

Appropriating \$512.86 to pay judgment obtained by Henry P. Maschke against the city.

Rebuild Crematory.

Authorizing the Committee on Street

Grounds and Buildings to take up with a committee of the General Assembly the question of the joint erection by the city and State of a courthouse building on the Ford lot for the State Supreme Court, the State law library and the city courts, and for a great public auditorium, adequate to the needs of both city and State, and to report the cost and feasibility of the erection of such a building.

Authorizing transfer of \$250 to Health Department vaccination account.

Authorizing the Assessor of Damages to appraise damages from grading alley north of Q Street, between Twenty-second and Twenty-third Streets, and the east and west sides of Twenty-second Street, between Curdington and Q Streets.

Resolution adding the Central National Bank and the Richmond Bank and Trust Company to the list of city depositories.

Ordinance fixing the pay of watchmen on the James River Free Bridge at \$2 per day each.

Ordinance establishing the true northern line of an alley between Main and Cary, and Ninth Streets, back of new First National Bank building.

Ordinance changing the name of Buchanan Street, South Richmond, to Barry Street.

Ordinance allowing the Atlantic Coast Line Railroad to construct spur tracks across McDonough Street between Eighth and Ninth Streets, South Richmond, and spur track across Semmes Street.

Ordinance establishing the true line of the south side of Marshall Street

between Fifth and Sixth Streets, and the west side of Sixth Street between Broad and Marshall Streets.

Sewer Rights Secured.

Ordinance authorizing the mayor to sign a contract with the Southern Railway in regard to rights of way for a sewer in Washington Ward.

Authorizing employment of an additional laborer for Monument Avenue grass plots.

Ordinance fixing salaries in the Water Department as follows: Two bill clerks, \$1,080 each; one assistant clerk, Washington Ward, \$1,080 per annum; general foreman tapping force, \$4 per day; engineer at water pumping station, \$1,800 per annum.

Ordinance fixing pay foreman of Street Department sewer force at \$2 per day, and employees sewer force at \$2.25 per day each.

Increasing the city's portion of compensation of Judge of Circuit Court of city of Richmond, from \$500 to \$1,000.

Increasing the pay of the assistant Superintendent of Street Cleaning to \$1,080 per annum.

Ordinance permitting the Kentucky Tobacco Products Company and the Richmond Forgings Corporation to use city water at their plants beyond the corporate limits, at non-resident rates.

Granting to Richmond Hotel right to erect awning or marquee over entrance on Ninth Street.

Ordinance fixing pay of assistant clerk to treasurer at \$1,080 per annum.

Ordinance regulating the use of old brick and building sand.

Notice!

Owing to the rebuilding of tracks on Main Street between Fourteenth and Eighteenth Streets, there will be an interruption in the schedules of the MAIN, BROAD AND MAIN, CLAY, OAKWOOD AND MAIN STREET lines. This reconstruction work was discontinued on account of heavy traffic during the holidays, but will now be pushed to immediate completion.

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